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Hongkong, 2nd September, 1907. 1427

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Road Centre.
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Hongkong, 9th May, 1907. 677

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NO CHITS will be accepted and Servants' Passage must be paid for.
The S.S. "SUI-AN" and "SUI-TAI" will not run on Sunday next.
W. E. CLARKE,
Secretary.
1451
Hongkong, 4th September, 1907.

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A PURE TREBLE DISTILLED
TABLE WATER
IN QUARTS, PINTS AND SPLITS.
TELEPHONE No. 75.
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THE ABOVE EXCLUSIVELY SHIPPED TO
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THE NEW LINETTE PLAYING
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THE WELLINGTON, THE BLICK, THE
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BRANDS.
SERVED IN ALL CLUBS AND FIRST-CLASS HOTELS, AND OBTAINABLE
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SHEWAN, TOMES & CO., SOLE AGENTS. a1017
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1588
Hongkong, 16th August, 1905.
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From the University of Pennsylvania, U.S.A.
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SIEN TING.
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TERMS VERY MODERATE.
Consultation Free.
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PER DAY.
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Every Comfort
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a42
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Hot and Cold Water throughout.
Electrically Lighted Electric Fans (if
required).
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Table D'Hôte at separate tables.
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Hongkong, 24th July, 1905. a1245

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All comforts of a home.
A most pleasant retreat for those desirous of
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from Canton, give easy communication with both
these centres.
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For Terms, apply
THE MANAGER.
a217

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On the British Concession.
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Under the Personal Superintendence of
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Both Hotels Electrically Lighted and under
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Every Comfort and Convenience for Residents
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NEW CARTRIDGES.
BY Popular English Manufacturers. In
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SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to 555G. at \$6, \$7 and
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and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 26th October, 1906. 171

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GIVES INSTANT RELIEF.

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THE HONGKONG DISPENSARY,

Hongkong, 2nd September, 1907.

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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 5TH, 1907.

That he ought to be tarred and feathered

was the startling remark of a Hongkong

citizen on being informed that Mr. KERR

HARDIE was nearly due at Hongkong.

And when another man said this vicious

comment recalled a certain cry, of "orguey

him," the original speaker pretended to be

shocked at the implied comparison. Though

KERR HARDIE's opinions are as unconven-

tional as his clothes, and his crank theories

seem so much waste of breath to practical

politicians, content to make the best of

things that cannot be changed, because

fundamental, no one has had the temerity

openly to suggest that he is not an honest

man. He is not a self-seeker, and charges

of venality or insincerity, if seriously

levelled against him, would soon be refuted.

He is a bit of a nuisance, a good deal wrapt

in foolish dreams, but that, after all, is not

a rare character in human history. An

unprejudiced debater would probably decide

that KERR HARDIE's philosophy is too

Christian for Christendom; and if we dared

to be frank, we should boldly affirm what

we more than suspect, that it is an uneasy

conscience, convicting us of humbug, that

makes us dislike and fear him and his like

so much. As a socialist he is where the

poisons are, fighting a losing fight, or like

Sisyphus, pushing uphill a big boulder, that

will not stay where it is pushed to, because

it is "against nature" for it not to roll back

again when the gravity-opposing pressure

relaxes. So with other matters. It is
unnatural to "turn the other cheek,"
when we know the smiter will thereby
merely be encouraged to further aggression;
it is unpalatable to be told about the folly

of piling up earthly treasures, when we are
busy making our fortunes; and we really,
pursuing our way up the same hill, wish that
fussy Sisyphus would take himself and his

boulder away. KERR HARDIE keeps on
pushing, however, and if only out of
pity for the vanity of his self-sacrifice,

we should avoid that cry of "orguey
him." When he lands at Hongkong, those
who talk of tar and feathers so glibly had

better keep in the background. In addition
to being a Christian Socialist, KERR HARDIE
is also a pillar of the Independent Labour

Party. The two things hang together, of
course, but while the Socialists are concern-
ed mainly with theories and ideals, the

Labour champions have begun to handle
practical details. Mischief is to be more
immediately apprehended from them. For-

tunately for those who do not appreciate
the upsetting mania and monoclism of such
people—it is a sort of universal spring

cleaning they aim at, flinging everything
out and shoving it back again, the effect
merely being that the dirt changes places—

there are forces, inevitable in human nature,
that prevent the cohesion that would achieve
success and a generally disconcerting up-

set. The greatest enemy of such friends
of the British Workman is that horny-handed
humbug himself, as many men, genuinely

endeavouring to help him, have discovered
to their cost. If KERR HARDIE had not
been so much of a Christian, we feel sure

his experiences would ere this have tempted
him to re-echo the plaint of the Corn Law
Rhymer, who wrote "Curse the people,
blame the people, damn the lower orders."

But he hasn't, and his manful persistence,
his manly independence, and his general
ability, compel reluctant admiration. His

eccentricity in the matter of dress is
his best achievement, for while men
generally have academically admitted

that clothes do not matter, it is very
few of them who dare defy convention,
and in their wardrobe show the courage of

their convictions. Such bravery is surely
needed in our national makeup, and ought
to be fostered. So also, unless we want to

copy the Chinese, ought "Qaer" HAR-
die's contemptuous handling of tradition
and "old custom." There we are in a state

of slavery, and as an abolitionist our im-
migrant visitor earns a cheer or two. His
views of imperial matters are hopeless, and

his attitude, and the attitude of his like,
towards a Utopia of nicely behaving men
and women, always reminds us of that

deeply moral picture by PAUL MAR of the
boy with the toothache, weeping on the
sands of Margate as his father drags him

along determinedly. "I've brought you
down here to enjoy yourself, and I intend
to make you enjoy yourself," said in effect

that cosier sire; and KERR HARDIE seems
equally determined to make the lion and
the lamb everywhere kiss each other. When

he gets to India, he will probably see and
learn things that will make him wiser, but
there are none so blind as them that will

not see, and if he be that sort, his visit
will mean harm instead of good. But in all
probability the patent complexity of the

Indian problem will strike him, and cure
him of some of the dogmatic notions that
characterise those "who only England

know."

The 225th plague case was notified yesterday;

it was a Chinese who died on the s.s. Tai Shang.

The body of an Indian named Chinn was

found floating in the harbour early on Tuesday

morning. He has been identified as a follower

of the 119th Infantry, who was reported missing

on Tuesday.

The American Consulate General received this

following typhoon warning by telegraph from

the Manila Observatory at 2.15 p.m. yesterday:—

"12.15 p.m. September 4th, 1907. Typhoon,

probably about E.N.E. of Manila between 17

and 20 lat."

Clyde shipbuilding returns for July show a

remarkable increase in the tonnage placed in the

water, the vessels launched aggregating 63,000

tons against 30,000 tons last year. The output

is a record for July, and raises the total for the

seven months to a record of 371,000 tons.

Senhor Hincio Ribeiro, who died at Lisbon on

August 1st, was a big man in Portuguese politics.

He was Conservative Premier last year. He was

born in the Azores fifty years ago, and trained to

the law. His first important public appointment

was as Minister of Public Works. He was a

staunch monarchist.

The death took place on Tuesday night at the

Government Civil Hospital of Mr. E. F. Pittar

Erskine, a member of the staff of the Hongkong

Telegraph. Deceased, who had been in the East

for over 25 years, had had a most varied career,

having served in all sorts of capacities on land

and sea. The funeral took place yesterday

afternoon at Happy Valley.

The Delta with the English mail arrived
here last evening, much earlier than was
expected. She left Singapore on Saturday at
noon and she was announced to reach here this

morning. The mail was delivered last night.

It is stated from Peking that both the
Japanese and Russian Ministers in Peking have
approached the Waiwup about the proposed
advent of Japanese and Russian priests into

China with the view of gaining converts to
their respective faiths.

A contemporary announces that a swimming
club has been established for deaf and dumb
children at Edgbaston, Birmingham, and grave-
ly remarks that many of the children are able

to swim and dive quite as well as others who are
not handicapped by nature. This reminds us of
Mark Twain's acquaintance, who could play the

base drum divinely, although he hadn't a
tooth in his head.

All the dark side of life is usually left out
in the modern novel, and people instinctively
become discontented, because they cannot do as
the heroes and heroines of their novel reading

are always doing. It is simply throwing away
one's life to waste it in reading silly love tales.
In fact, it is more than wasting life, because

such reading, if continually pursued, produces
mental and moral deterioration. (Nottingham
Guardian.)

H. E. Chang Tseng-yang, Governor of
Chikiang, is said to have written to Viceroy
Tuan Fang accusing Mr. Su, the manager of
the Kiangnan Mercantile Association, of being

an anti-Monarchist and demanding his arrest
and punishment which means execution. The
N.C. Daily News understands that his Excel-
lency has replied that the accusation is a

malicious one and, therefore, there was no
necessity of arresting Su and "putting him to
the question" on the charges made against him.

On August 20 President Roosevelt deliv-
ered a speech at the laying of the foundation
stone of a monument at Provincetown,
Massachusetts, with the unexpected result that

the depressed share market became active once
more. His remarks were substantially as
follows: "Both officials and members of the
general public have appealed to me with regard

to the present financial depression. It must
however, be remembered that the depression is
an indirect result of the general financial posi-
tion in the world. Paris, Berlin and other

places are also suffering from depression.
The present situation can by no means be
attributed to my policy. As to the fall of
shares, the Trusts themselves have invited it.

I am sorry for the state of the share markets,
but during the eighteen months that I shall
still be in office I cannot change my attitude.
I shall act as the law ordains."

On the morning of August 29th, a Chinese
coolie who was engaged in weighing coal at
Tunkadoo Wharf Shanghai, was seen to fall
suddenly to the ground. It appeared at first as

though he had been knocked down by one of his
fellow-labourers, but when he was picked up by
foreigners who had witnessed the incident, it

was found that he was suffering from a bullet-
wound in the left side. No shot was heard, and
it was rumoured that he had been struck by a

rifle-bullet fired across river from the Chinese
city. The wounded man was at once removed
to Hospital and on examination there it was

found that he had been struck by a .38 calibre
revolver bullet, which had entered the left side,
travelled under the skin around the ribs, and

lodged under the third rib on the right side.
The man is receiving every attention and owing
to the course the bullet took, the wound is not

considered serious.

STEAMER AGROUND.
The P. & O. steamer Para grounded yester-
day afternoon about one o'clock on a

mudbank off Kowloon Point. She had just

arrived from Singapore and was proceeding

to the wharf to discharge cargo when the

minish occurred. The falling tide misled

against the efforts to release the ship but after

waiting a few hours she was able to move off,

fortunately without having received any

damage.

RELIGIOUS MANIA.
WEIRD GERMAN EPIDEMIC
An extraordinary epidemic of religious
mania began a few weeks ago at Cassel, and is

rapidly spreading into the surrounding country.

It started with a series of revival services,

which have been held daily in what is known

as the Blue House, in the town named, and at

which two Swedish women, who are

credited with unusual spiritual endowments,

have played the leading part. The meetings

have steadily increased in fervour, and at present

scenes of an almost indescribable nature

take place every evening in the hall. Members

of the congregation start suddenly to their

feet, and fling themselves about in extrava-

gant gestures, uttering inarticulate utterances,

which are rapturously hailed as inspired mes-

sages. Shrieks and groans fill the air, and men

and women are seen on every side rolling about

on the floor in imaginary wrestling with the

evil one. Some fall unconscious, exhausted by

their struggles, while others, thinking they

have prevailed, jump up and seizing one of their

fellow who is in a similar condition of ecstasy,

capturously embrace him or wring him off in a

wild dance of triumph. Incoherent confessions

are delivered to the accompaniment of loud

hand-clapping and shouts of "Bravo!"

Women tear off their hats and men their coats

and collars to symbolize their renunciation of

the vanities of the world. Visions of a nature

which it would seem profanity to describe are

seen every evening, and their recitation is

listened to with manifestations of delight which

are generally not witnessed outside a lunatic

asylum. These orgies go on regularly till long

past midnight.

The peasantry of the neighbourhood at first

flocked in thousands to Cassel to behold the

wonders of which they had heard, and to

share the new spiritual experiences, but

now similar meetings are being held in villages

in the vicinity of the town. Apparently

nothing can be done to prevent these

excesses, and the fire will have to burn itself

out, leaving, as is always the case in such circum-

stances, a residuum of incurable insanity behind it.

TELEGRAMS.

[REUTER'S SERVICE.]

**RAILWAY COLLISION IN
SCOTLAND.**

LONDON, September 2nd.

Twenty passengers have been injured in a
railway collision at Boness.

**THE ANGLO-RUSSIAN AGREE-
MENT.**

LONDON, September 2nd.

The papers welcome the Anglo-Russian
agreement as a further security for the peace
of the world, though it is no wise implies
an entente like the Anglo-French agree-

ment. The correspondent of the Standard in
St. Petersburg says the former spheres of
activity in Persia are abolished, Russia
making concessions whereby Northern

Persia is opened to British commercial en-
terprise, and Britain making similar con-
cessions in the South.

**THE DOCKERS' STRIKE IN
ANTWERP.**

LONDON, September 2nd.

The strike of the dockers in Antwerp,
which has been proceeding for many weeks,
is disorganising the shipping, and serious
disturbances and much damage to property

have occurred. Many English strike-
breakers have been injured.

BILLIARDS.

LONDON, September 2nd.

At a special meeting of the Billiard
Association the anchor stroke has been
abolished.

**JAPAN AND THE WESTERN
POWERS.**

POLICE COURT.

Wednesday, September 4th.

BEFORE MR. P. A. HARKLAND (First Police Magistrate).

SKELETON KEYS.

Instead of returning to his country residence as he told the police he intended, Chan Lam was yesterday sent to prison for six weeks and ordered to be exposed in the stocks for six hours. His suspicious movements at Station Street, Yau-mai, on Tuesday night attracted the attention of the Police. Chan was detained and searched, and on his person were found ten skeleton keys. When placed before his Worship on a charge of having them in his possession, he said they were the keys of his country residence to which he was returning. His Worship did not believe him and passed sentence as stated.

STOWAWAYS TO VANCOUVER.

The case was continued in which fourteen Chinese were charged with stowing away on the Canadian Pacific steamer *Tartar*, and five Chinese members of the crew with aiding and abetting them.

Mr. H. G. C. Bailey (of Messrs. Johnson, Stocks and Master) prosecuted on behalf of the Canadian Pacific Railway Co., Mr. E. Davidson (of Messrs. Hastings and Hastings) appeared for six of the stowaways, Mr. B. A. Harding appeared for three of the stowaways, Mr. Goldring (of Messrs. Goldring and Barlow) for one, Mr. H. K. Holmes appeared for two of the crew, and Mr. O. D. Thompson for one of the crew.

His Worship said he would hear the charge against the six stowaways who pleaded not guilty, and Mr. Thompson was permitted to withdraw the plea of guilty on behalf of his client, and plead not guilty. This case was heard in conjunction with the other.

Chief Officer Davis said he made a search with the Customs officers at Vancouver and found fourteen stowaways, the seven defendants being among them. They were concealed in different parts of the ship, and were not on board with the consent of the owner, agent, master or other person in charge.

Mr. Davidson said his clients were charged under section 3 of Ordinance 5 of 1903 with obtaining a passage from Yokohama without the consent of the owner agent master or other person.

His Worship—They are not charged with that.

Mr. Davidson—I don't know what else they are charged with. They are charged with being found on board the ship without the consent of the owner, agent, master or other person in charge.

Mr. Davidson—And with having obtained a passage. I submit that a person arriving in the Colony on board any ship cannot be charged with intent to obtain a passage when they have already obtained it.

His Worship—I can get over that easily by section 22 of the Magistrates Ordinance. I can commit them on the evidence.

Mr. Davidson—There was no intent to obtain a passage. There could be no intent when they had already concluded the voyage.

His Worship—You mean that a man found on board after a ship has dropped anchor cannot be convicted.

Mr. Davidson—Yes.

His Worship—I am certain that was not the intention of the Legislature.

Mr. Davidson—If the meaning of these words is not limited to a voyage terminating in Hongkong.

His Worship—I am against you on that.

Mr. Davidson—You don't agree with me that the words must mean a voyage terminating in Hongkong.

His Worship—No, no.

Mr. Davidson—Will your Worship say the words cannot bear that meaning?

His Worship—You say the ship could not take them back.

Mr. Davidson—I don't make any statement of the sort. I merely say that the Ordinance does not cover this case.

His Worship—I must construe the Ordinance as I find it.

Mr. Davidson—If your Worship does not think these words refer only to a voyage terminating in Hongkong, then I submit that the words can bear that meaning. That being so, there is an ambiguity which my clients are entitled to have decided in their favour. In either case I submit they should be discharged.

His Worship—You are not raising the point that the offence was committed in Yokohama?

Mr. Davidson—No.

Mr. Davidson—Will your Worship say the words cannot bear that meaning?

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CORRESPONDENCE.

THE NAVY LEAGUE AND ITS NEGLECTED DUTY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—The statement sent to the Press on behalf of the present majority of the Executive Committee of the Navy League, over the signature of the League's President, is to be regarded as a document that we ask your leave to comment upon it.

In the first place, it indicates the final abandonment by the League of its critical function, and the substitution of education as its primary aim.

In the next place, the majority of the Committee definitely range the Navy League on the side of the policy of naval reduction pursued by the present Cabinet, while, as if to prove still further the completeness of their confidence in that Cabinet, they announce their belief that "command of the seas is now the first object of national policy."

In spite of the facts that this Cabinet was returned to power pledged to the hilt to cut down expenditure on both services; that the Prime Minister has repeatedly affirmed his ardent desire to reduce armaments; that 122 members of the present House of Commons specially appealed to him in 1906 to reduce the Navy; that a very large part of the supporters of the present Government entertain ideas so widely at variance with the policy of the Navy League as to be almost unrecognizable; that this Cabinet has in view the restriction of the power that command of the sea confers, and which have made both itself and Britain the laughing-stock of every Chancellery in Europe;—the Committee of the Navy League still believe that to attain the command of the sea is the principal object that this Cabinet has in view!

Probably, in the whole of our history, no belief more strikingly at variance with the evidence of facts was ever held by a body of men to whom some degree of responsibility was supposed to attach. If this were indeed the principal object of the Ministry, what a cry of pious horror would go up from the great body of that Ministry's supporters!

After this, it is hardly surprising to find that the Committee in effect repudiate their own letter to the Prime Minister of July 11th last, their own letter to the Press of October 19th last, their own official pamphlet of May last, and their own article (for which they had specially acknowledged responsibility) in the current July-number of the *Navy League Journal*.

In the first of these letters they urgently protested against reduction in the programme of naval construction, affirming that "not three, nor four, but five armoured ships" should be laid down, and in the second (their protest disregarded) they deliberately stated—"Here, then, is the case in a nutshell. Political considerations, implying subservience to the outcry for retrenchment, have brought about a serious reduction in our first line of defence, a direct incentive to our possible adversaries to push forward their naval preparations." Admiral Fremantle, whom they now quote on their behalf, went even further, for in the November number of the *Journal* he wrote—"The reduction, then, are political, and undoubtedly suspect."

In their official pamphlet of May, the statement that the Navy is not up to the two-Power standard, far less possessed of a margin over it is made with the most definite precision. The fighting values of the principal fleets of the world are there estimated in points. The number of those assigned to Britain is 747; to the United States and France, 810; and to the United States and Germany, 752. And it is added that each of these combinations is "as strong as, or stronger than, the British Navy, and could place England in a most perilous position."

At the annual meeting on May 15th, our opponents disavowed all responsibility for the *Navy League Journal*—"the Official Organ of the Navy League," as it had previously been styled. They must now disavow all responsibility for this pamphlet, and explain to those to whom they give it that nothing therein printed is to be taken seriously. We publicly ask the President of the Navy League, whether the Committee propose to follow this course; and if not, why not?

But even the inconsistency of the Committee's contradictory voices on the subject of the two-Power standard fades into comparative insignificance by the side of their self-contradiction in regard to "the organization of the First Line Fleet for instant service." For, barely a month has elapsed since they sent to the Press advance-proofs of their article, above referred to, in which they conclusively showed that the First Line Fleet is NOT organized for instant service. And now they effectually repudiate their previous demonstration.

The present utterance of the Navy League amounts, in short, to the definite denial of the previous utterances which they had launched upon the world. The very conditions which they postulate for action have been proved by themselves to exist, and now, in order to avoid the action, they deny the conditions. Their position is that on the one hand they have shown the country to be endangered, and, on the other, they decline any attempt to render it safe.

Could self-stultification and abnegation of duty be more clearly shown?

Since the Committee cling to their office—despite their recent condemnation by the votes of the present at the most representative meeting of the Navy League ever held—their right course now is to declare the League's dissolution, and thus leave free space for the creation of a new Organisation which shall seek to fulfil the needs of the country and of the Empire.

But whether they follow this course or not, their new Organisation will be created.—We are, Sir, Yours faithfully,

(Signed) HAROLD F. WYATT.

(Signed) L. GRAHAM H. HORTON-SMITH.

4 Paper Buildings,

Temple, London, E.C.

July 31st, 1907.

FIGHTING IN CELEBES.

TWO COMPANIES OF DUTCH SOLDIERS WIPED OUT.

Two most deplorable incidents happened, recently in Celebes, almost in duplicate, and within two days of each other.

A long telegram from the Governor of the Island has confirmed the first intelligence. Two separate detachments of a small Company—each consisting of a Lieutenant and the other combined with a patrol under Lieutenant R. E. Kins—have been fallen upon and murdered in cold blood while moving to and fro in the interior, in the midst of an apparently subdued population.

The first group comprised eleven men, who had been left by Lieutenant Mathes under the command of a native corporal, while he went on with the remainder to seek a certain native chief, who had refused to appear when summoned to a man on July 19, while some were bathing and others partaking of breakfast. Lieutenant Mathes, with his bodyguard, six in all, after finding the chief, of whom they were in search, met and joined forces with Lieutenant Kins, who, with fifteen soldiers, were patrolling the district. This troop, which had, apparently, learnt nothing of their comrades' terrible fate, was confronted by a band of natives, armed with swords, and cut to pieces two days later, while busy securing themselves and their belongings from one camp to another. They were so laden with leg and baggage that they were unable to defend themselves. Not one escaped.

Another account tells how the attacking parties began by cutting through the achilles tendons of the victims, and then when they were all rendered helpless, finished them off at their leisure.

A culpable neglect of all the most necessary precautions for their safety, and to be regarded as the official telegram, which also speaks of murders committed by the soldiers among the natives, as affording one reason for their sudden and unexpected murders. In view of the fact that the interior of Celebes has been, so recently, and, as yet, so imperfectly, brought under Dutch rule, there seems little doubt that a criminal carelessness was shown by both Commanders. The native Corporal, in his lack of watchfulness, only followed the example, which, in regard to his last sample of their methods, had been set him some time by his superior officers.

As to the accusation against the men of being guilty of violence in their dealings with the natives, no one acquainted with the rough and brutal way the common soldier behaves, even while in garrison, will doubt for a moment the far more severe brutality which will most certainly mark his conduct towards the tribes he has been to conquer.—*Strait Times*, 26 August.

NEGLECT IN HOSPITAL.

CEYLON GOVERNMENT PAY HEAVY DAMAGES.

In Colombo, on August 19, Mr. Justice Middleton and Mr. Justice Wood Ranton awarded Rupees 15,000 damages and the costs of two trials and two appeals against the Ceylon Government for neglect by the hospital authorities.

It was a case in which Mr. William Smith was sued for Rupees 131.70, being the money due to Government from the defendant for maintenance and other charges in respect of the late Mr. Smith, who underwent an operation and was treated in the Paying Ward of the General Hospital.

The defendant admitted the correctness of the account, but denied his liability and pleaded that Mrs. Smith died at the Hospital owing to negligence and unskilled treatment, and so forth. He alleged that, during the operation, Mrs. Smith was scalded by a hot water bottle negligently placed under her foot; that the burns were not properly attended to, and were consequently extended to her death. The defendant, therefore, claimed from the Government in reparation, Rupees 100,000, as damages for the death of his wife.

The case had previously occupied the attention of the courts and ultimately judgment was given for defendant for Rupees 10,000 as pecuniary damages, and Rupees 5,000 as a solatium for the loss of his wife, with costs of both trials and two appeals.

AMERICA AND JAPAN.

LIKE "TWO SENTIMENTAL YOUNG PEOPLE."

There is no more interesting situation in international affairs to-day than that existing between the United States and Japan. In these days of triumphant democracy, peoples take lead in foreign affairs and their rulers have great difficulty in following or curbing their inclinations. In the "World's Work," Mrs. Mary Crawford Fraser, sister of the well-known novelist, Crawford Crawford, and long a resident in Japan, as a diplomat's wife writes vividly and picturesquely of the characteristics of the two peoples. This tendency of the present day is, she says, to classify the general public into two groups: the "white or yellow or black" warlike or peaceful, commercial or artistic. Time has scarcely changed the old copy-book axioms which summed up the character of a people in a few words of light-up-strokes and heavy downward ones—"The French are a gay people, fond of devoted to trade. To-day we Americans are, devoted to industry and alarm. What are the Japanese?" The answer might, at this moment, be given in these words: "The Japanese are a proud people upon whom we forced our acquaintance, but to whom we are not at home when they return the call."

Our relations with the Island Empire began with such an auspicious start. We have forgotten the blare of trumpets with which the invasion of Japan was accompanied, the invasion that here was a people sitting in darkness, to whom we were bringing a great light. Christian commercialism and commercial Christianity were the two forces which were to raise a sunken nation to the light of day; commerce and evangelisation were to dance hand in hand, over a reclaimed and grateful country, ready to develop obediently and exclusively along the lines of convenience and advantage to the conquerors. The Japanese, at present, are going through the wholesome discipline of disillusionment and the effect will be lasting and profound. The truth is that America and Japan first drew together on the strength of idealised qualities which were a perennial in both—gallant benevolence, and disinterestedness on one side; pliability, chivalry, and romance on the other. Such a union is like the marriage of two sentimental young people who have fallen in love at first sight. There will be no lasting tie between them until they can take stock of the good qualities existing in each.

HENRY SIMPSON & CO.'S

"WHITE SEAL"

SPECIAL LIQUEUR

VERY FINE OLD

SCOTCH WHISKY

Of Unrivalled Quality, Purity and Age as used in the House of Lords and the Royal Household.

PER CASE, 12 BOTTLES... \$15.00
10% Discount Allowed Until Further Notice

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19, QUEEN'S ROAD CENTRAL.

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HOW OVERWORK MAKES CRIMINALS.

VICTIMS OF FATIGUE NOT RESPONSIBLE.

Is a person suffering from chronic fatigue or overwork responsible for the actions?

The radical changes brought about in the character of a person suffering from great and prolonged fatigue form the subject of an article in the August number of *World's Work*.

According to Mr. Luther Gulick—the writer of the article—a person under the influence of fatigue becomes quite incapable of performing many of his ordinary duties, the power of forming these facts most recently acquired leaving him first.

A tired man, for instance, will forget a foreign language he may have learnt; a tired child will forget those lessons most recently committed to memory. Musicians when overworked will be unable to play an easy composition only recently learnt, although probably able to perform a difficult piece known for years.

Excessive fatigue, Mr. Gulick points out, also lessens one's self-control and the bodily power of resistance to the attacks of the micro-organisms of disease.

A worn-out man will catch a fever more easily and is more liable to slip into paths of dishonesty than a man who is fresh.

A London physician noted for his knowledge of nervous and psychological ailments described the effects of chronic fatigue or sheer overwork as rendering the human faculty for thinking and reasoning "irresponsibly automatic."

"The predominant characteristic of a man," he said, "showing largely when he is fatigued. A man in his normal state may hide or conquer as he strong or evil traits of his character, but thoroughly wear him out with work and his strength of control weakens; his predominant instincts come forward."

Many a man with a criminal tendency owes his downfall to excessive fatigue. It was after weeks and weeks of incessant toil that he took that first false step which led to his ruin. Had he not been tired out he might never have lost control over his evil instincts.

A man will take to drink under similar conditions. Excessive fatigue practically amounts to a form of insanity. The brain works without the restraining influence of the reason to check it. Actions become automatic.

An overworked man may become a danger to the community. He is placed in a position of trust and responsibility, of which in his true self he is worthy. As the effect of chronic fatigue he may become totally incapable of performing those duties.

An overworked railway servant is a menace to the travelling public. It is not due to his negligence that the signals or points are wrong; it is due to his sheer incapacity, brought on by overwork.

An overworked chemist may mix a poison instead of a salve; a doctor, overworked as he is, may make mistakes in his diagnosis, and so on. These mistakes are put down to negligence, and judged as such, excused perhaps a trifle "because he had had so much work lately."

NEW ENOCH ARDEN.

EMBARRASSING SITUATION OF P. AND O. STEWARD.

A new French Arden has made his appearance at Gravesend, and has rendered the situation of a steward on one of the P. and O. liners plying between London and the East, a most embarrassing one.

Among those who went out to the South African War was a Gravesend resident, named Motley. During the conflict it was thought he was killed, in fact, his name was included in the list of those who lost their lives.

Naturally enough, his friends mourned for him, and the "widow" a short time ago remarried. To her amazement, her husband turned up at Gravesend the other evening.

He appears, on his arrival, to have walked unconcernedly into the shop of a butcher, named Outred, who had been one of his closest friends. Outred gazed at him in bewilderment. What are you doing here? he gasped. Where have you come from?

The "dead-alive" explained matters briefly, and to celebrate his return he enjoyed a most refreshing meal with his friend. Then Motley called on some other acquaintances, and as may be imagined they also were dumfounded.

Very soon the strange tidings came to the knowledge of Motley's wife, and although naturally, she at first refused to believe them she yielded at length to the evidence.

At the time Mrs. Motley's second husband was at sea—in ignorance of the fact that his wife's first husband had come to life.

LATEST STEAMER MOVEMENTS.

The *str. Solomona* sailed from Keelung yesterday morning, and may be expected here this evening.

The *Indo-China str. Katsuy* left Calcutta for this port via the Straits on 30th ult., and may be expected here on or about 14th inst.

The C.P.R. str. *Empress of India* left Yankovav on Tuesday the 3rd inst. for Hongkong via the usual ports of call.

The C.P.R. str. *Empress of Japan* arrived, Nagasaki at 10 a.m. on Monday the 2nd inst. and left again at 12.30 p.m. Tuesday for Yokohama where she is due to arrive at 6 a.m. to-morrow.

Times—*Daughters*, by a Lady, London: John Long.

This is an excellent story of four maids and a doctor, and the fact that it teaches a great but simple moral lesson does not prevent its being an amusing account of the adventures of the girls who exchange homes, the new circles in which they find themselves being cleverly bit off. It is a novel to be warmly recommended.

PERFECT CURE OF SEVERE ECZEMA

Disease Had Lasted Over Two Years—Several Remedies and Medical Advice Proved to No Advantage—Feared He Would Lose Position—Immediately Relieved and Permanently Cured by Use of

ONE COMPLETE SET OF CUTICURA REMEDIES

"I had eczema for over two years on my body and neck. I had tried several remedies and also had private medical advice, all to no advantage. This was a source of great worry to me, being in a business where I have to handle food and my trouble, I know, might have meant the loss of my livelihood. When I was advised to try the Cuticura Remedies, I did so, and I am very thankful to say the eczema began to get better at once and before I had used one set, comprising Cuticura Soap, Cuticura Ointment, and Cuticura Resolvent Pills, my skin was quite clear of eczema. It is now eighteen months since I tried the Cuticura Remedies, and I have had no return of the complaint. So I think that Cuticura has the right to the credit of curing my eczema. I am, Sir, Yours faithfully, J. H. Jennings, 100, Bell's Lane, Northcote Road, Clapham Junction, Dec. 13, 1906."

ITCHING RASH

Kept Little Girl Awake. She Scratched Until Blood Came. Cured by Cuticura Remedies.

"Some time ago my little girl suffered from an itching rash on her back and legs. It was bad both night and day, but worse at night. When warm in bed, she could not rest for she used to scratch until blood came. She was about two years old when I tried Cuticura Soap and Cuticura Ointment. One case of Cuticura Soap and half a box of Cuticura Ointment made her all right. She is now four years old and quite well. Mrs. Annie Graham, Robinson Cottage, High Street, near Worthington, Cumberland, Dec. 18, 1906."

For complete testimonials and full particulars of Cuticura Soap and Cuticura Ointment, and Cuticura Resolvent Pills, please apply to the Cuticura Remedies, 100, Bell's Lane, Northcote Road, Clapham Junction, Dec. 13, 1906."

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For complete testimonials and full particulars of Cuticura Soap and Cuticura Ointment, and Cuticura Resolvent Pills, please apply to the Cuticura Remedies, 100, Bell's Lane, Northcote Road, Clapham Junction, Dec. 13, 1906."

For complete testimonials and full

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Press Office, and not to the Editor. Advertisements and Subscriptions which are not entered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C., 5th Ed. P.O. Box, 25. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET

"SUMMERSVILLE" a Three Storied European House containing 6 Rooms, Bath Rooms, Kitchen and Out-houses, large front and side Verandahs, fine View of Harbour and City, Newly painted and colour-washed. Apply to—
Care of "Daily Press" Office, Hongkong, 5th September, 1907. 1154

TO BE SOLD

FOR the purpose of being broken up the steamer "GIBONDE" now in view at Saigon till the 15th October. For Particulars please apply to the MESSAGERIES MARITIMES Office, Hongkong. Hongkong, 5th September 1907. 1456

THE TRADE MARKS ORDINANCE, 1888.

NOTICE IS HEREBY GIVEN that the KWONG MI HONG firm of No. 183, Des Voeux Road Central Victoria in the Colony of Hongkong and of No. 73, Pak Hok Chau Street, Honam, Canton in the Empire of China have on the 14th day of March 1907, applied for the registration in Hongkong in the Register of Trade Marks of the following series of TRADE MARKS, viz.:

MARKS Nos. 1 to 40 INCLUSIVE.
(a). A representation of two cupids in the act of d'ying, the one on the left is holding a broom and the one on the right is holding a crown of laurel; beneath the cupids are scattered flowers.
(b). Another portion of the Mark is represented by the factory of the Kwong Mi Hong firm in Honam Canton, facing the Canton River and a small panorama of Canton with river steamers on the river, and the bow of a river steamer is seen moored to the quay wall near the factory.
(c). The words "Kwong Mi Hong" and the characters 廣美香 MARK No. 41.

(d). A representation of an Indian Mosque near the sea or river in front of which is the representation of an elephant with an Indian on its back and a boat on the sea or river near some cargo on land. Some palm trees are seen in the background together with a representation of two cupids, one holding a broom and the other a crown of laurel flying above the spire of the Mosque.
(e). Another portion of the Mark is represented by another Indian Mosque, and in the foreground is a bridge on a river or stream with the representation of a man on horseback riding across the bridge. A boat with one occupant is seen on the river or stream, and some palm trees are seen in the background and on the right hand side.

(f). The words "Kwong Mi Hong" and the characters 廣美香 MARK No. 42.
In addition to the representation contained in marks No. 1 to 40 is a representation of a landscape showing in the background a line of hills with a town at the foot thereof and a bay with a steamer thereon, and in the foreground a tree, a carriage and factory.

The Trade Marks have been used by the applicants in respect of substances used as food or as ingredients in food in Class 42.
Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned. Dated the 4th day of September, 1907.

GOLDING & BARLOW, Solicitors for the Applicants, 10, Queen's Road Central. 1457

NOTICE IS HEREBY GIVEN that the YEE FOONG LOONG (怡豐隆) Firm of No. 8, Shin Kee Street, Canton in the Empire of China have on the 6th day of August 1907 applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARK, viz.:

The words "Lee Qua" and the representation of a Fish below the said words in the arms of the YEE FOONG LOONG Firm who claim to be the Sole Proprietors thereof.
The Trade Mark has been used by the Applicant in respect of "FIRE-CHACKERS" in Class 20.
Facsimiles of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned. Dated this 4th day of September, 1907.

GOLDING & BARLOW, Solicitors for the Applicants, 10, Queen's Road Central. 1458

NOTICE IS HEREBY GIVEN that the YEE FOONG LOONG (怡豐隆) Firm of No. 8, Shin Kee Street, Canton in the Empire of China have on the 17th day of August 1907, applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARK, viz.:

The words "Lee Qua" printed on a representation of a Pig or Boar with the representation of a Spot or Pig in the act of jumping into the pot or basin in the name of the said YEE FOONG LOONG Firm who claim to be the Sole Proprietors thereof.

The Trade Mark has been used by the applicant in respect of the following Goods, viz. BLK, BLENDED, HUMAN HAIR and FEATHERS in Class 4.
Facsimiles of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned. Dated the 4th day of September, 1907.

GOLDING & BARLOW, Solicitors for the Applicants, 10, Queen's Road Central. 1459

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods. WM. PARLANE, Manager. Hongkong, 18th November, 1901. 47

NEW ADVERTISEMENTS

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship "TAMBA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate outtings, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out, mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day. Goods not cleared by the 11th inst. will be subject to rent. No Fire Insurance has been effected. All ship-damaged packages must be left in the Godown and Notices of same sent to this Office before the 14th inst., or Claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA, Hongkong, 4th September, 1907. 1453

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUZEE AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— Optional goods will be landed here unless instructions are given to the contrary before 6 hours. Goods not cleared by the 11th inst. at 4 p.m. will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godown for examination by the Consignees, and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent. Hongkong, 4th September, 1907. 1

A GRAND PROMENADE CONCERT

WILL BE HELD ON THE VOLUNTEER PARADE GROUND ON SATURDAY, the 14th instant at 9.15 p.m.

Tickets \$2.50 can be obtained from Messrs. KELLY & WALSH and from Volunteer Headquarters. Hongkong, 24th September, 1907. 1443

YUET HAN RAILWAY CO., LTD.

TENDERS are invited for the SUPPLY of 50,000 (Fifty Thousand) AUSTRALIAN HARD WOOD SLEEPERS composed of—

MURRAY RED GUM WHITE MAHOGANY WHITE do. GREY BOX TALLOW WOOD BLACK BUTT WHITE STRINGY BARK RED do. do. TURPENTINE BLUE GUM

all in equal proportional quantities. Size of Sleepers: 8 ft. long by 9 in. wide by 6 in. thick. Goods in Hongkong currency C.I.F. Wong Shai Railway Wharf, Canton. Delivery to be completed at the end of the February 1908. Tenders to be opened in the Railway Co.'s Head Office, Canton, MONDAY, the 14th October, 1907 at 2 p.m.

All Sleepers must be accompanied by a Government Certificate. All Tenders must be accompanied with 500 dollars. The right to accept or reject any or all of the Tenders is reserved.

THE KWONGTUNG MERCANTILE ADMINISTRATION OF THE YUET HAN RAILWAY CO., LTD. Canton, 28th August, 1907. 1418

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF JAMES RITCHIE WILSON, late of No. 20, Battledale Gardens, Glasgow, Scotland, Engineer, deceased.

NOTICE IS HEREBY GIVEN that His HONOUR THE CHIEF JUSTICE has in virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the 27th day of October, 1907, as the time for Creditors to send in their Claims against the Estate of the above deceased who died on the 14th day of May, 1907 (at No. 2), Battledale Gardens, Glasgow, Scotland, and Probate of whose Will has been granted by the Supreme Court of Hongkong in its Probate Jurisdiction on the 24th day of August, 1907, to WILLIAM ROBERTS one of the Executors appointed by the Will of the said deceased.

NOTICE is also given that all such Claims are to be sent in writing to the Undersigned prior to the said 27th day of October, 1907, or no notice will be taken of them. All persons indebted to the above Estate are requested to make immediate payment to the Undersigned.

Dated the 28th day of August, 1907. JOHN DON, STOKES & MASTER, Solicitors for the said Executor, 8, Des Voeux Road Central, Hongkong. 1422

INTIMATIONS

WANTED.

A Young Man (British) of steady habits, as Harbour Runner and Ship Chandlery Assistant. Apply to—
SHIP CHANDLER, Care of "Daily Press" Office, Hongkong, 3rd September, 1907. 1441

NOTICE.

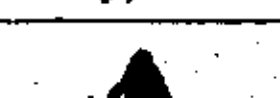
HAVING admitted Mr. CROWTHER SMITH into Partnership in the business of the Undersigned will be carried on under the style of "DALMADA & SMITH." F. X. DALMADA & CASTRO, Solicitor, 39, Queen's Road Central, Hongkong, 2nd September, 1907. 1433

BANCO NACIONAL ULTRAMARINO.

THE Agency of the above Bank in Hongkong will from the 1st of September, 1907, be transferred to Messrs. AERATOON V. APCAR & CO. in the place and stead of Messrs. ROBERTS & CO. Dated the 21st August, 1907. O Gerente da Agencia, DO BANCO NACIONAL ULTRAMARINO, JOAQUIM L. C. GOMES. 1383

NOTICE.

BILLS for all Monies due by me should be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors. J. W. OSBORNE, Hongkong, 15th July, 1907. 1181



MITSUBISHI BISHI GOSHI-KWAISHA (MITSUBISHI CO.) COAL DEPARTMENT MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI" which applies to all Branch Offices. A1 ABC 5th Ed., Western Union Code used. All Letters Addressed: MANAGER MITSUBISHI CO. with name of place under. BRANCH OFFICES: NAGASAKI, MOJI, KOBE, KARATSU, SHANGHAI, HONGKONG, & HANKOW.

AGENTS: YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GEARING & CO. MANILA: Messrs. MACDONALD & CO. SOLE PROPRIETORS of Takashima Ochi, Shinnew, Namazuta and Kami Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order or sale produced from the above Collieries. T. MATSUKI, Manager, Hongkong, No. 2, Pedder Street. 814

PUBLIC COMPANIES

HONGKONG COTTON SPINNING, WEAVING & DYING CO., LTD. NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of Shareholders of the above Company will be held at the Office of the General Managers on SATURDAY, 14th September, at 12.30 p.m., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1907. The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 14th September, both days inclusive.

JARDINE, MATHESON & CO., LD., General Managers. Hongkong, 2nd September, 1907. 1433

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip Certificate No. 9, marked Wong, bearing date the 27th March 1909, for Five Shares numbered 3443/3450 and registered in this Company in the name of HO POON-SHEK of Hongkong has been LOST and if at the expiration of Two Months from the date hereof the above document will not be forthcoming, a New Scrip Certificate will be issued to the said Mr. HO POON-SHEK and thereafter no other scrip will be acknowledged by this Company.

Dated the 12th day of August 1907. THE TUNG ON FIRE INSURANCE COMPANY, LIMITED, TONG TZE SAU, Secretary. 1340

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO., Agents. Hon kong, 21st April, 1897. 111

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1906 £17,837,119. AUTHORIZED CAPITAL..... £23,000,000 SUBSCRIBED CAPITAL..... £2,750,000 PAID-UP FUNDS..... £87,500 0 0 UNPAID FUNDS..... £3,388,720 19 6

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Hongkong, 27th April, 1907. 1191

THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & Co., Hongkong, 13th August 1906. 29

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (THURSDAY), the 5th September, 1907, at 2.30 p.m., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Lee Hing Street, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

Comprising:— A Very Handsome DRAWING ROOM SUITE, BLACKWOOD CABINETS, DESKS, PICTURE FRAMES, &c., &c. BRASS REDSTEAD, BRASS FENDERS, FIRE IRONS, AND FIRE DOGS, TEAKWOOD BUREAU, CHEST-OF-DRAWERS, WARDROBES, SIDE BOARDS, &c. with Bevelled MIRRORS, MARBLE-TOP WASHSTANDS, &c., One Very Fine PIANO by Collard & Collard, CHENILLE CURTAINS, &c., &c. Terms:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 4th September, 1907. 1449

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (FRIDAY) AND SATURDAY, the 6th and 7th September, 1907, commencing each day at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee Hing Street, A LARGE ASSORTMENT OF JAPANESE CURTAINS, CARVED BRASS BOWLS, VASES, INCENSE BURNERS, JAPANESE TEMPLE TORIJE, OLD BRONZE VASES, GONGS, IVORY CARVINGS, GOLD AND SILVER CLOISONNE WARE, IMARI AND MAKUDZU VASES, SILK-EMBROIDERED SCREENS, &c., &c. Catalogues will be issued. Terms:—As Usual. HUGHES & HOUGH, Auctioneers. Hongkong, 4th September, 1907. 1450

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, On THURSDAY, the 12th September, 1907, at 11 a.m., at the Naval Yard: THE FOLLOWING:— "SOLENT" Length over all 109 feet. Breadth 17 1/2 feet. Load Displacement 150 tons. Built by Cox & Co., Falmouth, 1835. Propelling Machinery—consist of surface condensing compound engines. Fitted with steam capstan and winch, crane derrick and steam training engines. 3 bladed gun-metal propeller, &c., &c. This vessel to be sold as she now lies in the Naval Yard Camber.

The Admiralty will not be responsible for any errors in the foregoing description. The vessel will be open to inspection for seven days before date of sale between 9 a.m. and noon (Saturday and Sunday excepted). Inspecting orders can be obtained from the Auctioneers. Terms:—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale. HUGHES & HOUGH, Government Auctioneers, Hongkong, 24th August, 1907. 1397

FOR SALE

FOR SALE.

"KELLETT CREST" THE PEAK. A FIVE ROOMED BUNGALOW on Mount Kellett with four Bathrooms, two Drying Rooms, Tiled Kitchen, excellent Servants' Quarters, Chicken Houses, Garden and Tennis Lawn. All in first class condition. Task floor throughout. The house is sheltered from the North-East and has an uninterrupted view to the South-West, is cool, quiet and private. Price \$25,000, of which part could remain on Mortgage at 7 per cent. Apply to—
W. J. SAUNDERS, Hongkong, 4th September, 1907. 1447

STORAGE

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 at PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 399 YEARS' LEASE. For Particulars, apply—
GEO. FENWICK & CO., LTD. Hongkong, 8th June, 1906. 1106

COLLECTIONS OF USED POSTAGE STAMPS

ASIATIC STAMPS. MIXED STAMPS. 100 for \$0.80 500 for \$3.00 150 " 1.75 1000 " 10.00 200 " 3.75 1500 " 25.00 250 " 5.75 3000 " 35.00 275 " 9.00 3000 " 55.00 All Stamps in paper sets, &c., &c. ARTISTIC PICTORIAL POSTCARDS and all other Philatelic Goods. Inspection invited. GRACA & CO., Hongkong Hotel Corridor. 1145

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 33 Years From 1874 to 1906. Price: \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers. 1114

TO LET

IMMEDIATE POSSESSION.

Nº. 2, HOLLYWOOD ROAD. Apply to—
ARRATOON V. APCAR & Co., 45, Wyndham Street, Hongkong, 2nd March, 1907. 491

TO LET. Nº. 2, MACDONNELL ROAD. Apply to—
COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1906. 197

TO LET. ONE FOUR ROOMED HOUSE at Praya East, near East Point. Apply to—
JARDINE MATHESON & CO., LTD. Hongkong, 24th June, 1907. 1104

TO BE LET OR SOLD. WITH POSSESSION FROM 1st JUNE— IN WANCHAI ROAD. GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Su table for storage of any kind of merchandise. Apply to—
Care of "Daily Press" Office, Hongkong, 3rd May, 1907. 870

TO LET. NOS. 3, OBSERVATORY VILLAS, Kowloon. Moderate Rental. Tennis Court and Electric Lights. No. 46, ELGIN STREET, 6 Rooms with front and back Verandahs. "CHERUB VILLE" A fine Bungalow. Near Observatory Villas. Cheap Rental. Apply to—
ARRATOON V. APCAR & CO., 45, Wyndham Street, Hongkong, 20th June, 1907. 860

TO LET. "GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 25 Rooms. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms. No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbank Macgregor). OFFICES in Queen's Road Central. BELLIOS TERRACE HOUSES, ROBINSON ROAD. "THE EYRE" Peak (Furnished) for 3 Months from 1st September, 1907. Cheap Rental. No. 6, DES VOEUX VILLAS (PEAK). No. 2, BEACONSFIELD ARCADE. Apply to—
LINSFORD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 9th August, 1907. 1102

TO LET. 2ND FLOOR NO. 12, QUEEN'S ROAD CENTRAL. No. 35, CAINE ROAD. AUCTION ROOMS, No. 2, Zetland Street. Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon. Apply to—
LEIGH & ORANGE, 1, Des Voeux Road, Hongkong, 26th August, 1907. 94

TO LET. "STONHEVED" 35, Robinson Road. No. 52, CAINE ROAD. Nos. 27, 29, 31 and 33, SKYMOOR ROAD. Apply to—
SAM WANG CO., LTD., 81, Queen's Road Central, Hongkong, 22nd July, 1907. 1103

TO BE LET. A 8 from the 1st August—next, No. 5, MORRISON HILL. Apply to—
Messrs. JARDINE, MATHESON & Co., Ltd. Hongkong, 1st July, 1907. 1151

HOTEL TO LET. OCCIDENTAL HOTEL, at Kowloon, a going concern for lease on very easy terms, either whole or in part with 35 Bed-rooms, most completely and comfortably furnished. Electric Light and Fans installed. Two public Bars and Billiards. Has been conducted as a First Class Hotel. Proprietor is willing to go shares with the lessee. For Further Particulars, apply to—
H. BUTTONEE, No. 5, D'Aguiar Street, Hongkong, 9th August, 1907. 1316

TO LET. "BERIL" NO. 1, GARDEN ROAD, KOWLOON. Containing 8 Rooms and Garden. Possession 1st June, 1907. Apply to—
H. M. H. NEMAZEE, Hongkong, 29th May, 1907. 992

TO LET. 3 STORIED GODOWN No. 127, Wanchai Road. Apply to—
REUTER, BROCKELMANN & CO., Prince's Building, Hongkong, 27th June, 1907. 1136

TO LET. "HATHERLEIGH", CONDUIT ROAD. No. 1, RIPON TERRACE, BONHAM ROAD. OFFICES in KING'S BUILDING and YORK BUILDING. GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road. FLATS in MORETON TERRACE. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 2nd September, 1907. 1160

TO LET. NO. 5, ORMSBY TERRACE, Kowloon. Cheap rent. Apply to—
SPANISH DOMINICAN PROCUATION, Hongkong, 1st August, 1907. 1114

TO LET

TO LET.

Nº. 28, LEIGHTON HILL ROAD. Immediate Possession. Apply to—
THE COMPRADORE, Nippon Yusen Kaisha, Hongkong, 4th February, 1907. 333

TO LET. A suit of 3 LARGE and ONE SMALL ROOMS with Bath Room attached, and Verandah all round, on the First Floor in Colledge Chambers, No. 31, Wyndham Street, facing "Glenwood". Can have the use of a Kitchen, can be rented singly or the whole. GROUND FLOOR of No. 4, Des Voeux Road including a Strong Room and servants' quarter.

ROOMS on Second Floor of Victoria Building, No. 5, Queen's Road Central, suitable for Offices. Apply to—
DAVID SASSOON & Co. Ltd. Hongkong, 24th May, 1907. 821

TO LET. LARGE and SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C and 10, PRAYA EAST, formerly in the occupation of the Admiralty. Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 2nd September, 1907. 899

TO LET. GODOWNS Nos. 95, 96, 97 and 100, Praya East. Apply to—
CHATER & MODY, Victoria Buildings, Hongkong, 29th June, 1907. 1089

TO LET. SHOPS and FLATS in Des Voeux Road, Central. No. 8, CAMERON TERRACE, Kowloon. Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD. Hongkong, 15th July, 1907. 1155

TO LET. A HOUSE in KNITSFORD TERRACE, KOWLOON. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 2nd September, 1907. 1192

TO LET. OFFICES in ALEXANDRA BUILDINGS. Apply to—
SECRETARY, A. S. WATSON & Co. Limited, Hongkong, 23rd April, 1907. 809

TO LET—FURNISHED. "HIGHLANDS" Kimberley Road, Kowloon. 6-ROOMED HOUSE, Electric Lights and Tennis Court. Moderate rental to good tenant. Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 21st August, 1907. 1376

TO LET. HOUSES in AUSTIN AVENUE, Kowloon. Apply to—
E. D. SASSOON & CO., Compradore Department, Hongkong, 22nd August, 1907. 1332

TO LET. A SIX ROOMED HOUSE, No. 3 Chancery Lane, from 1st October, 1907. Apply to—
V. E. Care of "Daily Press" Office, Hongkong, 4th September, 1907. 1446

TO BE LET. ONE FOUR-ROOMED Corner House on Robinson Road, Furnished or Unfurnished. Also, ONE LARGE ROOM in Des Voeux Road, as Office or Bedroom. Central position. Light and Airy. Apply to—
Care of "Daily Press" Office, Hongkong, 2nd September, 1907. 1435

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE "BRAESIDE."

A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Court, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate. Apply to—Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road (late of "Tang Yuen"). Hongkong, 27th June, 1906. 143

PRIVATE BOARD AND RESIDENCE MRS. GILLANDERS "CLAREMONT," 2 & 4, KENNEDY ROAD. Hongkong, 9th February, 1907. 604

ON SALE.

THE FIFTY YEARS ANGLICAN CHINESE CALENDAR 日曆英中 年十五</

SHIPPING.

ARRIVALS.

ARRIVALS.
ADEN, British str., 4,000, St. John George, 3rd Sept.—Melbourne 10th Aug. via Calcutta.
CHIVEN, Chinese str., 1,177, C. Stewart, 4th Sept.—Shanghai 2nd Sept.—Singapore.
DEITA, British str., 3,889, C. E. Daniel, 4th Sept.—Singapore 31st Aug. Mails and General—P. & O. S. N. Co.
FERUKA MARU, Japanese str., 1,907, Sakamoto, 3rd Sept.—Moji 25th Aug. Coal—Mitsui Bussan Kaisha.
HAMBURG, German str., 1,000, M. Filler, 4th Sept.—Japan and Shanghai 1st Sept. General—H. M. S. S. N. Co.
HAINES, British str., 636, A. J. Robson, 4th Sept.—Pechow 1st, Amoy 2nd and Swatow 3rd Sept. General—Dunlop, Lippitt & Co.
HUTCHINSON, British str., 1,317, E. Forsyth, 4th Sept.—Swatow 2nd Sept. General—Butterfield & Swire.
ISCHIA, Italian str., 4,282, Dini Francesco, 4th Sept.—Bombay and Singapore 20th Aug. General—Carrigan & Co.
KUMANO MARU, Japanese str., 3,147, N. Matheson, 4th Sept.—Yokohama 20th Aug. General—Nippon Yusen Kaisha.
MANCHUKIA, American str., 8750, J. W. Saunders, 4th Sept.—San Francisco 8th Aug. Mails and General—Pacific Mail S. S. Co.
PERA, British str., 1,916, W. W. Cooke, R.N.R., 4th Sept.—Amoy and Singapore 20th Aug. General—P. & O. S. N. Co.
PHILADELPHIA, French str., 1,298, Bonissone, 3rd Sept.—Saigon 30th Aug. Riser—Bradley & Co.
TOWHAT, British str., 1,850, W. E. Turner, 3rd Sept.—Salina Cruz 15th July. General—Dunlop & Co.
MAJABU, German str., 1,189, O. Keil, 4th Sept.—Kobischung 26th and Bangkok 28th Aug. General—Butterfield & Swire.
SOMBA MARU, Japanese str., 1,905, Yamamoto, 4th Sept.—Shanghai 29th Aug. General—Carrigan & Co.
FUSUO, British str., 1,755, W. D. Walsh, 4th Sept.—Saigon 3rd Sept. General—Jardine, Matheson & Co.
TAMU, British str., 2,800, C. H. Butler, 4th Sept.—London 27th July. General—Nippon Yusen Kaisha.
TRAT, British str., 5,740, R. Day, 4th Sept.—Manila 1st Sept. General—Butterfield & Swire.
WIRGANG, British str., 1,517, Walker, 4th Sept.—Karatu 29th Aug. Coal—Jardine, Matheson & Co.
YUNESANG, British str., 1,128, Meyrick, 4th Sept.—Manila 1st Sept. General—Jardine, Matheson & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.
 4th September.
Chihli, British str., for Hainan.
Chiquen, Chinese str., for Canton.
Hainan, British str., for Swatow.
Hutchinson, British str., for Canton.
Manila, British str., for Shanghai.
Manila, British str., for Saigon.
Manila, British str., for Hainan.

DEPARTURES.
 4th September.
ALESIA, German str., for Moji.
BENNETT, British str., for Nagasaki.
FERUKA MARU, Japanese str., for Singapore.
HAINAN, British str., for Swatow.
INDRAVALL, British str., for Shanghai.
LIANAN, British str., for Yokohama.
MANILA, British str., for Newcastle N.S.W.
YAMATA MARU, Japanese str., for Yokohama.
YOKOHAMA, British str., for Canton.

SHIPPING REPORTS.
 The British str. *Hainan* reports: Moderate to light wind and fine to Swatow, thence fresh wind and high sea.
 The Chinese str. *Chiquen* reports: Fresh northerly winds and moderate seas to Single Island, thence to port strong N.W. wind, heavy rain and much lightning.

VESSLS IN DOCK.
 September 4th.
ADEN, German str., for Moji.
BENNETT, British str., for Nagasaki.
FERUKA MARU, Japanese str., for Singapore.
HAINAN, British str., for Swatow.
INDRAVALL, British str., for Shanghai.
LIANAN, British str., for Yokohama.
MANILA, British str., for Newcastle N.S.W.
YAMATA MARU, Japanese str., for Yokohama.
YOKOHAMA, British str., for Canton.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	MANHUA	Brit. str.	—	G. H. C. Weston, R.N.R.	P. & O. S. N. Co.	On 7th inst., at Noon.
MARSEILLES & COPENHAGEN	CHYRON	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	About 11th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	TOURANE	Franch. str.	—	Laucelin	MESSAGERIES MARITIMES	On 17th inst., at 1 p.m.
HAMBURG & AMERICA	SLATONIA	Dan. str.	—	—	—	On 22nd inst.
NAPLES, LISBON, PLYMOUTH, HAVRE & HAMBURG	BELOGRAVIA	Ger. str.	k.w.	W. Hildebrandt	HAMBURG-AMERIKA LINIE	On 19th October.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HABSBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	To-day.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON &c.	RHENANIA	Ger. str.	k.w.	V. Hoff	HAMBURG-AMERIKA LINIE	On 2nd October.
TRIESTE, FLYMOUTH, HAVRE & HAMBURG	P. E. FRIEDRICH	Ger. str.	k.w.	E. Malchow	MELCHERS & CO.	On 11th inst., at Noon.
TRIESTE, &c. VIA SINGAPORE, &c.	HOHNSTAUFEN	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINIE	On 30th October.
NEW YORK	VORWARTS	Aus. str.	—	B. Bednarz	SANDER, WIEBER & CO.	About 20th inst.
BOSTON & NEW YORK	KOSTOMA	Brit. str.	—	—	—	Middle of October.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SATSUNA	Brit. str.	—	—	—	On 7th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TARTAR	Brit. str.	2 m.	—	—	On 14th inst.
VIA TORIA (B.C.) & TACOMA VIA JAPAN	EMPRESS OF CHINA	Brit. str.	1 m.	—	—	On 14th inst., at Noon.
SALINA CRUZ, MEXICO VIA JAPAN	TRENTON	Am. str.	—	—	—	On 26th inst., at 4 p.m.
CALLAO AND IQUIQUE VIA JAPAN PORTS, &c.	DAPHNE	Ger. str.	—	T. W. Garlick	CHINA COMMERCIAL S.S. CO.	On 12th inst.
AUSTRALIAN PORTS VIA MANILA	KASATO MARU	Jap. str.	—	W. C. T. S. Filler	TOYO KISEN KAISHA	To-day, at 5 p.m.
AUSTRALIAN PORTS VIA MANILA	TRIAN	Brit. str.	1 m.	C. Lindbergh	TOYO KISEN KAISHA	Middle of October.
VLADIVOSTOCK	IRISI SIGISMUND	Ger. str.	—	D. Leaz	MELCHERS & CO.	On 7th inst., at 4 p.m.
YOKOHAMA AND KOBE	VINE BRANCH	Brit. str.	—	—	—	On 12th inst., at Noon.
YOKOHAMA AND KOBE	CHIKUO	Brit. str.	—	—	—	About 10th inst.
YOKOHAMA AND KOBE	INDIAN	Dan. str.	1 m.	W. E. Brown	TOYO KISEN KAISHA	On 10th inst., at 4 p.m.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	—	—	—	On 24th inst.
YOKOHAMA AND KOBE	TUJIKIN	Dut. str.	—	W. von Senden	MELCHERS & CO.	On 24th inst.
YOKOHAMA AND KOBE	KOWLOON	Ger. str.	k.w.	H. Koops	JAVA-CHINA-JAPAN LINIE	Quick despatch.
YOKOHAMA AND KOBE	KWANGYANG	Brit. str.	1 m.	—	—	On 9th inst.
YOKOHAMA AND KOBE	HUICHOW	Brit. str.	1 m.	—	—	On 19th inst., at 4 p.m.
YOKOHAMA AND KOBE	DELTA	Brit. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	On 7th inst., at 4 p.m.
YOKOHAMA AND KOBE	PERA	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	About 5th inst.
YOKOHAMA AND KOBE	GOREANG	Brit. str.	—	A. E. Sandbach	P. & O. S. N. Co.	About 6th inst.
YOKOHAMA AND KOBE	GREGORY APCAR	Ger. str.	—	B. Wilhelm	MELCHERS & CO.	On 7th inst., at 4 p.m.
YOKOHAMA AND KOBE	SURVIA	Ger. str.	—	S. H. Belson	DAVID SASSOON & CO., LTD.	About 10th inst.
YOKOHAMA AND KOBE	BRISLAVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERIKA LINIE	On 14th inst.
YOKOHAMA AND KOBE	FRITHJOF	Nor. str.	k.w.	Gjertsen	HAMBURG-AMERIKA LINIE	On 26th inst.
YOKOHAMA AND KOBE	JOSHIN MARU	Jap. str.	—	O. Anderson	OSAKA SHOSHEN KAISHA	To-morrow, at 10 a.m.
YOKOHAMA AND KOBE	HAIMON	Jap. str.	2 h.	H. S. Smith	OSAKA SHOSHEN KAISHA	On 8th inst., at 10 a.m.
YOKOHAMA AND KOBE	YOSHIO	Brit. str.	1 m.	J. H. Brown	DOUGLAS LAFRAIK & CO.	To-day, at 3 p.m.
YOKOHAMA AND KOBE	KUKIANG	Brit. str.	1 m.	H. A. Warrell	BUTTERFIELD & SWIRE	On 7th inst., at 4 p.m.
YOKOHAMA AND KOBE	SHAOHONG	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 14th inst., at 4 p.m.
YOKOHAMA AND KOBE	TUENANG	Brit. str.	—	T. Meyrick	BUTTERFIELD & SWIRE	On 17th inst., at 4 p.m.
YOKOHAMA AND KOBE	ZARHO	Brit. str.	—	A. Fraser	JARDINE, MATHESON & CO. LD.	To-morrow, at 4 p.m.
YOKOHAMA AND KOBE	TAMING	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 7th inst.
YOKOHAMA AND KOBE	RUBI	Brit. str.	1 m.	R. Almond	SHEWAN, TOMES & CO.	On 10th inst., at 4 p.m.
YOKOHAMA AND KOBE	SUNGERANG	Brit. str.	—	—	—	On 14th inst.
YOKOHAMA AND KOBE	ISCHIA	Ital. str.	1 m.	Dini	BUTTERFIELD & SWIRE	On 12th inst., at 1 p.m.
YOKOHAMA AND KOBE	TRENTON	Dut. str.	—	Zwart	CARLOWITZ & CO.	On 11th inst., at Noon.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
 PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
 "MARMORA."
 Capt. G. H. C. Weston, R.N.R., carrying H.M. Majesty's Mail, will be despatched from this office for Bombay &c. on SATURDAY, the 7th September, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "INDIA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into the mail steamer, proceeding direct to Marseilles and London, from Bombay by the R.M.S. "MARMORA," due in London on 18th October, 1907. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars apply to E. A. HEWETT, Superintendent. Hongkong, 26th August, 1907.

REGULAR STEAMSHIP SERVICE
 WITH LIBERTY TO CALL AT MALABAR COAST.
 Proposed sailings from Hongkong.
 For NEW YORK.
 S.S. "SATSUMA" ... 7th Sept.
 For BOSTON AND NEW YORK.
 S.S. "GHAZEE" ... 14th Sept.
 S.S. "SIKH" ... 5th Oct.
 1st Class Passenger accommodation.
 For Freight and further information, apply to DODWELL & CO., LD., Agents. Hongkong, 22nd August, 1907. 1226-1234

NAVIGAZIONE GENERALE ITALIANA
 (Florio and Rubiatino United Companies.)
 STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, HESUNA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates. PASADIAN GULF and HADJAH, also BAHREIN, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
 "ISCHIA."
 Captain Dini, will be despatched as above on WEDNESDAY, the 11th Sept., at Noon. At Bombay, the Steamer is discharging in Victoria Dock. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 30th August, 1907.

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DUTROIT, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship
 "TOURANE."
 Captain Laucelin, will be despatched for MARSEILLES, on TUESDAY, the 17th September, at 1 p.m. This Steamer connects at Colombo with the Australian line s.s. Armand Béhic, bound for Marseilles via BOMBAY and Aden. Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo. Cargo also booked for principal places in Europe. Next sailings will be as follows:
 S.S. "AUSTRALIEN" ... 1st Oct.
 S.S. "NARA" ... 15th Oct.
 S.S. "YARRA" ... 29th Oct.
 S.S. "ELBERT SIMONS" ... 12th Nov.
 S.S. "TUNKIN" ... 26th Nov.
 S.S. "POLYNESIAN" ... 10th Dec.
 G. de CHAMPEAUX, Agent. Hongkong, 4th September, 1907.

THE RUSSIAN VOLUNTEER FLEET
 FOR ODESSA.
THE Steamship
 "KOSTROMA."
 will be ready to load here as above Middle of October. For Freight, apply to MELCHERS & CO., Agents. Hongkong, 30th August, 1907. 1426

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.
 Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, VIA JAPAN PORTS (Karatu, Kobe and Yokohama). With option to Call at Mexican and other Coast Ports.
 Steamers Tons About
 "KASATO MARU" 6,100 Mid. of Oct.
 "KATHARINE PARK" 5,000 End of Nov.
 Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.
 K. MATSUDA, Manager, York Building. Hongkong, 3rd September, 1907. 10

HONGKONG-MANILA. Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, amidships. Electric Light, Perfect Cuisine, SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 7th September.
RUBI	2540	R. W. Almond	Manila	On 14th September.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS. Hongkong, 26th August, 1907.

HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY. FOR NEW YORK VIA PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST.) For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS. Hongkong, 3rd September, 1907.

EAST ASIATIC CO., LTD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG & VLADIVOSTOCK. PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE and COPENHAGEN	"TRANQUEBAR"	On 17th September.
YOKOHAMA and KOBE	"INLIEN"	On 24th September.

For Further Particulars, apply to MELCHERS & CO., Agents. Hongkong, 4th September, 1907.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.
 PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR MANILA TO SAIGON "YUENSANG" Friday, 6th Sept. 4 p.m.
 SHANGHAI VIA SWATOW "CHOYSANG" Saturday, 7th Sept. 4 p.m.
 REDUCED FARES TO STRAITS AND CALCUTTA.
 Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.
 "Young " " 85. " 120.
 " " " 165. " 250.
 * These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Chafco, Tientsin, Newchwang and Yangtze Ports.
 For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS. Hongkong, 5th September, 1907.

HAMBURG-AMERIKA LINIE PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHNSTAUFEN." These have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.
 In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.		HOMeward.	
FOR SHANGHAI, KOBE, YOKOHAMA.	HOHNSTAUFEN ... 1st October	FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG	HABSBURG ... 4th September
	SILESIA ... 2nd November		RHENANIA ... 2nd October
			HOHNSTAUFEN ... 30th October

NEXT SAILINGS OUTWARD:
 SUEVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Sept.
 BRIGAVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 26th Sept.
 HOHNSTAUFEN ... FOR SHANGHAI, KOBE & YOKOHAMA ... 1st Oct.
 SENEGAMBIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 15th Oct.

NEXT SAILINGS HOMeward:
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.
 HAMBURG ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 5th Sept.
 SLAVONIA ... HAVRE & HAMBURG ... 22nd Sept.
 RHEINANIA ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 19th Oct.
 BELGRAVIA ... HAVRE & HAMBURG ... 30th Oct.
 HOHNSTAUFEN ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 30th Oct.
 * Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins midships. Lighted throughout by electricity. Duty qualified Doctor and stewardesses carried. Laundry on board.

COAST SERVICE. KOWLOON. FOR "TSINGTAO, NAGASAKI & VLADIVOSTOCK" Freight and Passengers. 9th September. 12

NORTHERN PACIFIC LINE, BOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY. PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
TRENTON	9,606	T. W. Garlick	On 12th September.
SUVERIC	6,235	W. Shotton	On 12th October.
KUMERIC	6,232	D. Baird	On 15th October.
SHAWMUT	9,606	E. V. Roberts	On 6th November.

1 Cargo only.
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
 The twin-tower s.s. "SHAWMUT" and "TRENTON" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures headroom at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS. Hongkong, 3rd September, 1907.

VESSLS ON THE BERTH DOUGLAS STEAMSHIP COMPANY LIMITED. FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship
 "HAIMUN."
 Captain A. J. Robson, will be despatched for the above Ports TO-MORROW, the 5th inst., at 3 p.m. For Freight or Passage, apply to DOUGLAS, LAFRAIK & Co., General Managers. Hongkong, 3rd September, 1907. 1442

CHINA COMMERCIAL S.S. CO., LTD. NOTICE. FOR SALINA CRUZ, MEXICO.

THE Steamship
 "DAPHNE."
 Capt. E. Schipper, will be despatched for the above Ports via Kuchinozu, JAPAN TO-DAY, the 5th September, at 5 p.m. For Freight or Passage, apply to CHINA COMMERCIAL S.S. CO., LTD., Hotel Mansions. Hongkong, 27th August, 1907. 1413

THE Steamship
 "GREGORY APCAR."
 Captain S. H. Belson, will be despatched for the above Ports TO-MORROW, the 6th inst., 4 p.m. This Steamer has superior accommodation for Passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.
 For Freight or Passage, apply to DAVID SASSOON & Co., LTD., Agents. Hongkong, 3rd September, 1907. 1443

THE Steamship
 "VINE BRANCH."
 will be despatched as above on or about 10th September.
 For Freight and further particulars, apply to DODWELL & CO., LTD., Agents. Hongkong, 7th August, 1907. 1303

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELTA	About 5th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PERA and YOKOHAMA	Capt. C. L. Daniel		
LONDON via USUAL PORTS	MARMORA	Neon 7th Sept.	See Special of Call.
LONDON and ANTWERP	CEYLON	About 11th Sept.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	Capt. G. W. Babot		

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 5th September, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL	REMARKS.
SWATOW and SHANGHAI	"YCHOOW"	On 7th Sept., 4 P.M.	
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 7th Sept., 4 P.M.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIKIN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 7th Sept., 4 P.M.	
MANILA	"TAMING"	On 10th Sept., 4 P.M.	
YOKOHAMA and KOBE	"CHINGTU"	On 10th Sept., 4 P.M.	
CEBU & ILOILO	"SUNGKIANG"	On 12th Sept., 4 P.M.	
SWATOW and SHANGHAI	"KIUKIANG"	On 14th Sept., 4 P.M.	
SWATOW and SHANGHAI	"SHAOHSING"	On 17th Sept., 4 P.M.	
CHEFOO and NEWCHWANG	"KWEIYANG"	On 19th Sept., 4 P.M.	

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDIS-
11 days Across the Pacific to the "EMPERESS LINE" Saving 5 to 10 days Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
19 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS (Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425	WEDNESDAY, 11th Sept.	5th Oct.
"EMPERESS OF CHINA"	6,000	THURSDAY, 23rd Sept.	14th Oct.
"EMPERESS OF INDIA"	6,000	THURSDAY, 24th Oct.	11th Nov.
"MONTEAGUE"	6,183	WEDNESDAY, 6th Nov.	30th Nov.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 21st Nov.	9th Dec.
"TARTAR"	4,425	WEDNESDAY, 4th Dec.	28th Dec.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA and 24 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York \$71.10.
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Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

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FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN"	About Tuesday, 10th Sept.	
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ EITEL FRIEDRICH"	Wedday 11th Sept., at Noon	
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Thursday, 12th Sept., at Noon	
YOKOHAMA and KOBE	"PRINZ WELDEMAR"	About Thursday 18th October.	

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHERS & CO.,

Hongkong, 4th September, 1907.

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REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
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PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSAI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 8th Sept., at 10 A.M.
FOOCHOW VIA SWATOW	"FRITHJOF"	FRIDAY, 6th Sept., at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch—Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 5th September, 1907.

T. ARIMA, Manager.

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BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.
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FRESH WATER and Ice, SHIP'S STORES and PROVISIONS at Moderate Prices.
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BY THE

MAGNIFICENT N.D.L. LINERS:

	TONS REG.	
"BUELOW"	8,000	ON MARCH 11TH.
"PRINZ LUDWIG"	9,630	ON MARCH 25TH.
"PRINZESS ALICE"	10,911	ON APRIL 8TH.

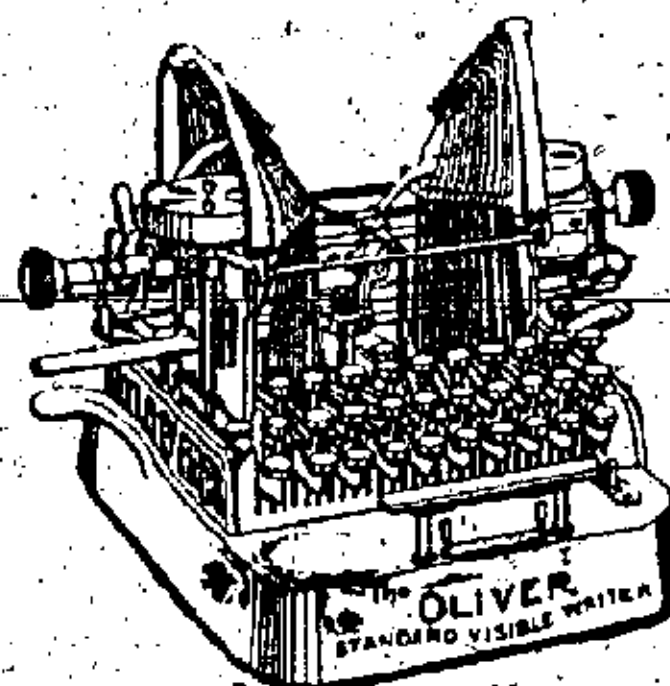
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Hongkong, 19th August, 1907.



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Hongkong, 24th July, 1906.

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M. KOBAYASHI, Manager.

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Taking Cargo at through rates to the BRAZILS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"VORWAERTS,"
Captain B. Bodnar, will be despatched as above on or about FRIDAY, the 20th September.
This Steamer has splendid accommodation for passengers, electric light, and carries a doctor and stewards.

For information as to Passage and Freight apply to

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Hongkong, 31st August, 1907.

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A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.	
Extreme Length...	722 feet.
Length on Blocks...	714 "
Width of Entrance on Top...	963 "
Width of Entrance on Bottom...	894 "
Water on Blocks at Spring Tide...	344 "
DOCK No. 1.	
Extreme Length...	523 feet.
Length on Blocks...	513 "
Width of Entrance on Top...	88 "
Width of Entrance on Bottom...	71 "
Water on Blocks at Spring Tide...	64 "
DOCK No. 2.	
Extreme Length...	371 feet.
Length on Blocks...	360 "
Width of Entrance on Top...	84 "
Width of Entrance on Bottom...	53 "
Water on Blocks at Spring Tide...	22 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OTRA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 5th inst. will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 3rd September, 1907.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"RHENANIA"
Capt. von Hoff, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 5th Sept. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th Sept. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th August, 1907.

THE NORTH CHINA LINE.

NOTICE TO CONSIGNEES.

STEAMSHIP "WYNERIC,"
FROM SEATTLE AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd.,
Agents.

Hongkong, 30th August, 1907.

S.S. "AUSTRALIEN."

COMPAGNIE DES MESAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "M'loc" and "Cordouan" from Havre ex s.s. "Cordouan" from Bordeaux ex s.s. "Ville de Lille" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undischarged after MONDAY, the 9th inst., 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th inst., 1907, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd September, 1907.

NOTICE TO CONSIGNEES.

THE P.A.O.S.N. Co.'s Steamer
"MANILA,"
FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 2nd September, 1907.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 9th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd September, 1907.

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APIOL STEEL PILLS

A French Remedy for all Irregularities. It keeps a box of Martin's Pills in the house, as there is not a sign of irregularity of the system a steady and regular administration. Those who use them experience and know the great advantage. At all Chemists and Druggists.

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